

CITY OF LODI
INFORMAL INFORMATIONAL MEETING
"SHIRTSLEEVE" SESSION
CARNEGIE FORUM, 305 WEST PINE STREET
TUESDAY, JUNE 27, 2000

An Informal Informational Meeting ("Shirtsleeve" Session) of the Lodi City Council was held Tuesday, June 27, 2000 commencing at 7:00 a.m.

ROLL CALL

Present: Council Members – Hitchcock (left at approximately 7:50 a.m.), Land, Nakanishi and Mann (Mayor)

Absent: Council Members – Pennino

Also Present: City Manager Flynn, Deputy City Manager Keeter, Finance Director McAthie, Community Development Director Bartlam, Public Works Director Prima, City Attorney Hays and Interim City Clerk Taylor

Also present was a representative from the Lodi News Sentinel and The Record.

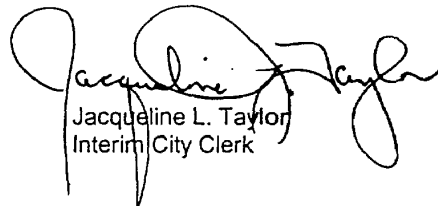
TOPIC(S)

1. Transportation Projects

ADJOURNMENT

Council adjourned discussion of the closed session item to Wednesday, June 27, 2000 at 7:00 p.m. The meeting was adjourned at approximately 7:50 a.m.

ATTEST:


Jacqueline L. Taylor
Interim City Clerk



CITY OF LODI

SHIRTSLEEVE SESSION

AGENDA TITLE: 2000 Signal Priority Study

MEETING DATE: June 27, 2000

PREPARED BY: Public Works Director

At the Shirtsleeve Session, the Public Works Department staff will be presenting a summary of the City's Signal Priority Study. This item is on the July 5, 2000, Council agenda. The following key items will be briefly discussed:

Primary Purpose – The Public Works Department began a program of studying non-signalized intersections with high volumes and accidents. The primary purpose was to determine if any of these intersections met the minimum traffic signal criteria established by Caltrans and, if so, in what order of priority they should be installed. It also became necessary to prioritize the signal installations when the cost of installing a traffic signal exceeded available construction funds.

Previous Intersections Installed Based on Past Signal Priority Studies – Since 1970, the City has installed slightly over one new traffic signal per year, as shown in the attached study.

Caltrans Traffic Signal Guidelines – Caltrans has adopted eleven traffic signal warrants that the City uses as a guideline to determine where signals are considered for installation.

Priority System Worksheet – After the Caltrans signal warrants and other factors are reviewed, the intersections are ranked using the priority system. Points are assigned for the traffic volumes entering the intersection, accident history, speed of traffic, proximity to nearest existing traffic signal, and special conditions.

Results – Fourteen of the nineteen intersections satisfied the Caltrans guidelines. The scoring results are summarized in Table 1 below.

Funding – Staff has applied for funds from the Hazard Elimination Safety (Safe Routes to School), CMAQ, REMOVE, STP, and TDA programs. There is \$120,000 budgeted in the fiscal year 2000/01 CIP for one traffic signal installation. Regional Impact Fee funds can also be appropriated for several intersections.

Summary – Table 2 presents a summary and description of the top ten intersections. We have received requests for traffic signals at all of the top ten locations except at one intersection (Stockton Street and Tokay Street). Although the Study provides a systematic process to determine which intersections should be considered for a signal, City Council can choose any intersection for installation in fiscal year 2000/01.

APPROVED: _____

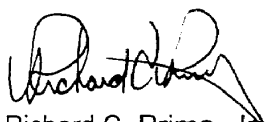
H. Dixon Flynn -- City Manager

TABLE 1

INTERSECTION	SCORE
1. Harney Lane and Stockton Street	352
2. Lodi Avenue and Mills Avenue	330
3. Harney Lane and Ham Lane	308
4. Lockeford Street and Stockton Street	307
5. Cherokee Lane and K-Mart south driveway*	277
6. Lockeford Street and Sacramento Street	275
7. Stockton Street and Tokay Street*	242
8. Century Boulevard and Ham Lane	241
9. Mills Avenue and Elm Street	172
10. Turner Road and California Street/Edgewood Drive	143
11. Elm Street and Pacific Avenue*	130
12. Cherokee Lane and Tokay Street	109
13. Turner Road and Sacramento Street*	98
14. Cherokee Lane and Elm Street	97
15. Century Boulevard and Scarborough Drive*	N/A, did not satisfy Caltrans warrants
16. Cherokee Lane and Vine Street	N/A, did not satisfy Caltrans warrants
17. Hutchins Street and Pine Street	N/A, did not satisfy Caltrans warrants
18. Lockeford Street and California Street*	N/A, did not satisfy Caltrans warrants
19. Pine Street and Stockton Street	N/A, did not satisfy Caltrans warrants

Notes:

1. Intersections with pending fund applications are shown above in **bold**.
2. The intersections with an asterisk were included in the 1991 Study.
3. The Lower Sacramento Road and Tokay Street intersection was not included in the Study since a signal will be installed with the Lower Sacramento Road Widening Improvement Project.



Richard C. Prima, Jr.
Public Works Director

Prepared by Paula J. Fernandez, Associate Traffic Engineer,
and Rick S. Kiriu, Senior Engineering Technician

RCP/PJF/RSK/lm

Attachments

cc: Street Superintendent
Transportation Manager
Associate Traffic Engineer

TABLE 2

2000 SIGNAL PRIORITY STUDY

TOP TEN INTERSECTIONS

1. Harney Ln & Stockton St

The ranking at this intersection is attributed to increasing daily traffic on Harney Ln (up 4,000 vehicles or 30%), which creates fewer gaps for drivers entering from Stockton St and also the high vehicle speeds on Harney Ln. Drivers stopped south on Stockton St can also experience difficulty seeing approaching westbound traffic due to the alignment of the east leg and unimproved northeast corner (only the NW corner is improved). This intersection is four legged, although the south leg is a dead end county road with approximately 10 residences. The City has recently received a Tentative Parcel Map for a one acre site on the northeast corner. This map will dedicate the necessary right-of-way so the improvements at this corner will be included with the signal installation.

2. Lodi Ave & Mills Ave

The ranking at this intersection is due to increasing traffic volumes on both streets and relatively high number of accidents. At multi-way stop controlled intersections with several lanes of traffic entering the intersection, it can be difficult at times to determine who can proceed. This may contribute to accidents at this intersection.

3. Harney Ln & Ham Ln

The ranking at this intersection is due to the increasing traffic volumes on both streets, accidents, and high speeds on Harney Ln. Daily traffic volumes entering from both streets increased by 3,500 (30%). The increase in volume on the Harney Ln reduces the number of gaps for drivers making a left turn from Ham Ln. Although this intersection will likely be signalized at some time, it is currently a "T" intersection, and the eventual extension of Mills Ave to Harney and Century Blvd to Lower Sacramento Rd may relieve some of the traffic now using the intersection.

4. Lockeford St & Stockton St

The need for a traffic signal at this intersection has been demonstrated as it has ranked number one since first studied in 1988. In 1997 a 4-way stop was installed as an interim measure until a traffic signal could be installed. This action reduced accidents, hence the fall in ranking. The reasons we have not proceeded with the signal installation is primarily due to the cost, as there are design considerations created by the elevated railroad tracks adjacent to the intersection. We are awaiting the results of an application for federal funds we have submitted to install the costly signal. Current funds budgeted for a traffic signal would be insufficient for this intersection since this intersection needs major roadway improvements.

5. Cherokee Ln & K-Mart SC

The ranking at this location is due to the high traffic volumes on Cherokee Ln, the shopping center driveway and accidents. The increased accidents is likely associated with increased volumes at this driveway. As part of the Cherokee Lane Improvements, a median was installed across the northern driveway. The median eliminated left turns into and out of the north driveway, directing these drivers to the remaining southern driveway. This location is also considered a "T" intersection. Although it appears to be a four legged intersection, the Flora St alignment, located across the driveway on Cherokee Ln has been abandoned. Our main concern at this location is it's close proximity to the signal at Lodi Ave. An interconnected system would need to be installed with the Cherokee Lane and Lodi Avenue intersection and coordinating the signals. Another alternative is to provide an additional access across the railroad tracks at Lodi Avenue.

6. Lockeford St & Sacramento St

The ranking at this intersection is due to the high traffic volumes on Lockeford St providing fewer gaps for driver on Sacramento St. Considering traffic volumes on Sacramento St are relatively low, the number of accidents are fairly high, although they have dropped following the correction of a suspected visibility problem in 1990. Although there may be a need for a signal at this location sometime in the future, staff will pursue action to further reduce accidents, particularly since this intersection is close to the existing signal at Church St and will be relatively close to the proposed signal at Stockton St.

7. Stockton St & Tokay St

The ranking at this intersection is due to the traffic volumes on both streets and accidents. While neither street alone has a particularly high volume, the combined volume at this four-way stop intersection is high. There have been few accidents and the volume split between the two streets are favorable for a four- way stop.

8. Century Blvd & Ham Lane

The ranking at this intersection is due to the traffic volumes on both streets. Daily traffic volumes entering the intersection have increased by more that 3,500 vehicles (20%); however, traffic accidents have declined. The intersection is adjacent to a high school and park and can experience occasional high traffic periods and pedestrian activity. Although traffic volumes are relatively high, accidents are low implying that it appears to be working as a four-way stop at this time. However, of the four-way stop intersections studied, it has the most lanes approaching the intersection to monitor and it has been noted that during peak periods it can be difficult to determine when you can proceed. Because of this intersections proximity to the school site, we have applied for and are awaiting the results of our request for funding a traffic signal at this intersection.

9. Mills Ave & Elm St

The ranking at this intersection is due to the volumes on both streets. Daily traffic volume increased only slightly and accidents fell slightly. The four-way stop intersection is adjacent to an elementary school and can experience periods of high traffic and pedestrian volumes. The intersection also currently receives some traffic from a nearby high school and there is a Middle School to be constructed north of the intersection which will undoubtedly increase traffic in the area. Because of this intersections proximity to the school site, we have applied for and are awaiting the results of our request for funding a traffic signal at this intersection.

10. Turner Road and California Street/Edgewood Drive

The ranking at this intersection is due to traffic volumes on the major street. Daily traffic volumes have increased slightly on Turner Road. In the past four years, there has been one accident that is considered correctable with a traffic signal. There have been several left versus thru accidents on Turner Road and a left turn lane could eliminate this type of collision. Removal of parking adjacent to intersections and fronting several residences would be necessary to install left turns lanes on Turner Road.



TRAFFIC SIGNAL
PRIORITY STUDY
(Abridged Edition)

July 2000

CITY OF LODI
DEPARTMENT OF PUBLIC WORKS

CITY OF LODI

PUBLIC WORKS DEPARTMENT

TRAFFIC SIGNAL PRIORITY STUDY (Abridged Edition)

July 2000

PREPARED BY:

Paula Fernandez, Associate Traffic Engineer
Rick Kiriu, Senior Engineering Technician
Jaime Cordoba, Engineering Intern

UNDER THE DIRECTION OF:

Richard C. Prima, Jr., Public Works Director
F. Wally Sandelin, City Engineer

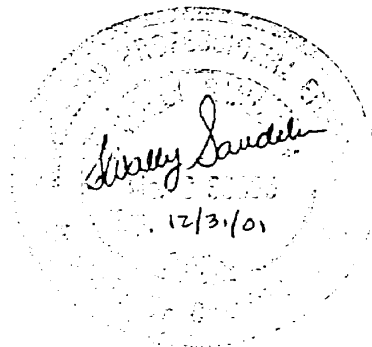


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(Abridged Edition)

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I. SCOPE OF STUDY

In 1970, the Engineering Division began a program of studying high traffic volume and high accident non-signalized intersections within the City of Lodi. The primary purpose of these studies was to determine whether any of these intersections warranted the installation of traffic signals and, if so, in what order of priority should they be installed. Since 1970, the study has been updated several times, most recently in 1991.

II. THE WARRANTS

The warrants used for traffic control signals are those adopted by the State of California and published in the California Department of Transportation (Caltrans) "Traffic Manual."

The satisfaction of a warrant is not necessarily justification for signals. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown. The City may also find it advantageous to install signals at one intersection ahead of another because of a scheduled street project.

The types of warrants are:

- Warrant 1 – Minimum vehicular volume
- Warrant 2 – Interruption of continuous traffic
- Warrant 3 – Minimum pedestrian volume
- Warrant 4 – School crossings
- Warrant 5 – Progressive movement (not applicable)
- Warrant 6 – Accident experience
- Warrant 7 – Systems (not applicable in Lodi)
- Warrant 8 – Combination of warrants
- Warrant 9 – Four hour volume
- Warrant 10 – Peak hour delay
- Warrant 11 – Peak hour volume

Since the last study update, there have been some minor changes to Warrant 3. Pedestrian volumes needed were modified and requirements for vehicle gaps, signal spacing, and progressive movement were added. Warrant 3 is difficult to satisfy, and none of the locations met this warrant.

III. THE PRIORITIES

When the cost of installing traffic signals exceeds available construction funds, it is necessary to determine a systematic method of prioritizing signal installation. Intersections meeting one or more of the Caltrans Warrants are assigned priority ranking based on a point system.

In 1985, the City Council and the former Highway and Transportation Committee of the Chamber of Commerce expressed concerns over the relative weighting of various factors, such as, accidents and speeds in the 1970 priority system. The priority system was revised based upon a study that compared five systems used by northern California cities, including Lodi.

In summary, the intersections that meet the Caltrans signal warrants would rate highest on the priority system if they have the following characteristics:

- a. High traffic volume entering the intersection;
- b. Large number of accidents of a type that could be corrected by the installation of signals;
- c. High approach speeds;
- d. Be located a considerable distance from another signalized intersection.

Exhibit A is an example of the priority worksheet. A more detailed description of each priority characteristic is provided below.

Traffic Volumes – Points are assigned using a combination of total approach volume and percentage of minor street traffic. More points are given as the total approach volumes increase. Some additional points are given as the minor street percentage increases. Points for vehicular volumes are taken from a volume table shown on the priority worksheets.

As an example, an intersection with a total of 12,000 vehicles daily entering from all four approaches and 2,400 (20%) vehicles entering from the two minor approaches, would have a point rating of 92. The closer the traffic from the minor street approaches 50% of the total volume entering the intersection, the higher the point rating. The same intersection with 4,800 vehicles (40%) entering from the minor approaches would have a point rating of 132.

Accidents – Only accidents that can be corrected by installation of a signal are considered; such as right angle collisions and most pedestrian accidents. A four-year period is evaluated with 12 points per accident for the present year and 6 points per accident for the second to fourth years. Pedestrian accidents count as 1.5 points. Assigning more points for the most current year makes the system more responsive to recent changes.

Approach Speed – Points given for approach speeds range from 0 points for 25 mph to 150 points for 50 mph and more. More points are given as the approach speeds on the major street increase because of the higher potential of serious accidents. Four-way stop sign controlled intersections are given 0 points.

Coordinated Movement – Negative points are given to intersections within 1,200 feet of another signalized intersection. The minimum distance between signalized intersections is 600 feet. When signalized intersections are properly located and timed, traffic can effectively flow through the intersections.

Special Conditions – This factor is applied to two-way controlled intersections unless the accident history indicates existing four-way stop control is insufficient. Additional factors may be considered such as traffic at adjacent intersections, unusual geometry or project scheduling requirements.

IV. THE INTERSECTIONS

Since 1970, the Engineering Division has studied many intersections to determine whether they warranted the installation of traffic signals. As a result of these studies, signals have been installed at the following thirty-four intersections:

1. Turner Road and Ham Lane
2. Ham Lane and Elm Street
3. Lodi Avenue and Stockton Street
4. Lodi Avenue and Crescent Avenue
5. Lockeford Street and Church Street
6. Kettleman Lane and Ham Lane
7. Kettleman Lane and Church Street
8. Hutchins Street and Century Boulevard
9. Kettleman Lane and Stockton Street
10. Ham Lane and Vine Street
11. Lodi Avenue and Fairmont Avenue
12. Hutchins Street and Harney Lane
13. Pine Street and Sacramento Street
14. Ham Lane and Tokay Street
15. Cherokee Lane and Lockeford Street
16. Ham Lane and Lockeford Street
17. Victor Road and Cluff Avenue
18. Turner Road and Church Street
19. Turner Road and Lower Sacramento Road (N)
20. Cherokee Lane and Hale Road
21. Hutchins Street and Vine Street
22. Kettleman Lane and Central Avenue
23. Kettleman Lane and Crescent Avenue
24. Kettleman Lane and Mills Avenue
25. Lower Sacramento Road and Elm Street
26. Lower Sacramento Road and Lodi Avenue
27. Lower Sacramento Road and Vine Street
28. Turner Road and Lower Sacramento Road / Woodhaven Lane
29. Turner Road and Mills Avenue
30. Turner Road and Stockton Street

The intersections included in the current study that satisfied one or more of the Caltrans warrant(s) for the consideration of a traffic signal have been prioritized. A summary of the warrant results and priority ranking are presented on **Tables 1 & 2**. Existing a warranted traffic signal locations are graphically presented on **Exhibit B**. The intersections that warrant consideration of a traffic signal are listed below, in priority order. Of the fourteen signals ranked, the City has applied for funding for traffic signals at the six intersections shown in bold.

1. Harney Lane and Stockton Street	352
2. Lodi Avenue and Mills Avenue	330
3. Harney Lane and Ham Lane	308
4. Lockeford Street and Stockton Street	307
6. Lockeford Street and Sacramento Street	275
5. Cherokee Lane and K-Mart south driveway	282 277
7. Stockton Street and Tokay Street	242
8. Century Boulevard and Ham Lane	241
9. Mills Avenue and Elm Street	172
10. Turner Road and California Street / Edgewood Drive	143
11. Elm Street and Pacific Avenue	130
12. Cherokee Lane and Tokay Street	109
13. Turner Road and Sacramento Street	98
14. Cherokee Lane and Elm Street	97

The point totals presented in Table 2 are close for some intersections; thereby, indicating that their ranking are basically equal. Differences of less than 20 points are not considered significant. The Signal Priority Worksheets are presented in the Appendix; however, the signal warrant sheets, collision diagrams, and volume sheets for all of the intersections studied are not included in this abridged edition.

Intersections studied that do not warrant the installation of traffic signals at this time are:

1. Century Boulevard and Scarborough Drive
2. Cherokee Lane and Vine Street
3. Hutchins Street and Pine Street
4. Lockeford Street and California Street
5. Pine Street and Stockton Street



CITY OF LODI

Public Works Department

TRAFFIC SIGNAL PRIORITY WORKSHEET

Major St: _____
Minor St: _____

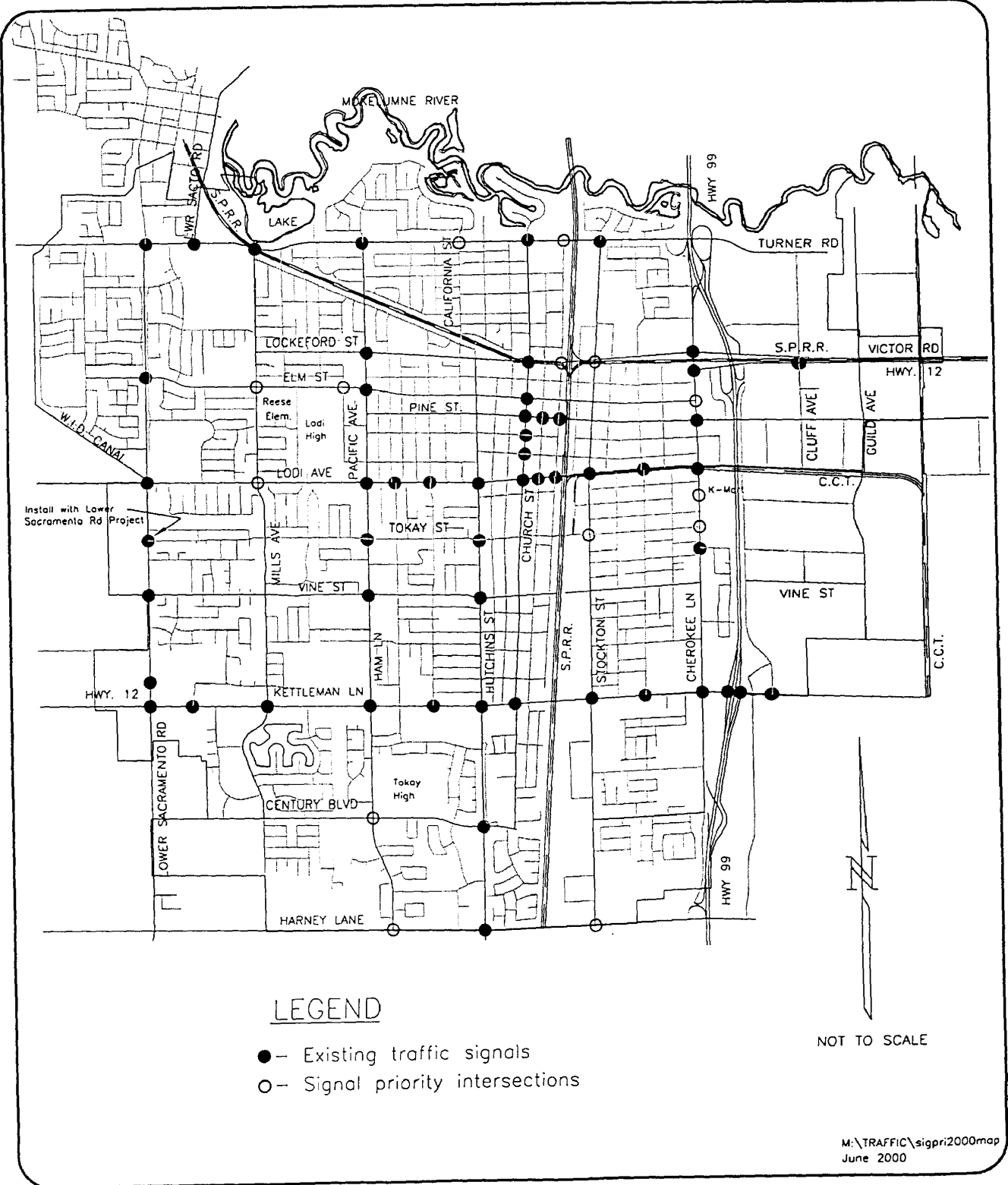
Volume: _____
Volume: _____ % of Total _____
Total Volume: _____ (Volumes in 1000's)

FACTOR	COMPUTATIONS	POINTS																																																																																																																																																																					
Volume	<p><u>Minor Street</u></p> <table border="1"> <thead> <tr> <th></th><th>%</th><th>8</th><th>9</th><th>10</th><th>11</th><th>12</th><th>13</th><th>14</th><th>15</th><th>16</th><th>17</th><th>18</th><th>19</th><th>20</th></tr> </thead> <tbody> <tr><td>5</td><td>4</td><td>5</td><td>6</td><td>8</td><td>10</td><td>12</td><td>15</td><td>18</td><td>21</td><td>24</td><td>27</td><td>30</td><td>33</td><td></td></tr> <tr><td>10</td><td>10</td><td>12</td><td>15</td><td>18</td><td>22</td><td>26</td><td>30</td><td>34</td><td>41</td><td>48</td><td>55</td><td>62</td><td>70</td><td></td></tr> <tr><td>15</td><td>25</td><td>31</td><td>37</td><td>45</td><td>53</td><td>62</td><td>71</td><td>80</td><td>93</td><td>106</td><td>119</td><td>132</td><td>145</td><td></td></tr> <tr><td>20</td><td>42</td><td>51</td><td>60</td><td>76</td><td>92</td><td>108</td><td>124</td><td>140</td><td>160</td><td>180</td><td>200</td><td>220</td><td>240</td><td></td></tr> <tr><td>25</td><td>51</td><td>62</td><td>72</td><td>90</td><td>107</td><td>125</td><td>142</td><td>160</td><td>180</td><td>208</td><td>232</td><td>256</td><td>280</td><td></td></tr> <tr><td>30</td><td>61</td><td>73</td><td>85</td><td>104</td><td>123</td><td>142</td><td>161</td><td>180</td><td>208</td><td>236</td><td>264</td><td>292</td><td>320</td><td></td></tr> <tr><td>35</td><td>63</td><td>75</td><td>87</td><td>108</td><td>128</td><td>148</td><td>169</td><td>188</td><td>210</td><td>249</td><td>278</td><td>308</td><td>338</td><td></td></tr> <tr><td>40</td><td>65</td><td>77</td><td>89</td><td>111</td><td>132</td><td>154</td><td>176</td><td>196</td><td>229</td><td>261</td><td>292</td><td>323</td><td>355</td><td></td></tr> <tr><td>45</td><td>67</td><td>79</td><td>91</td><td>114</td><td>137</td><td>160</td><td>183</td><td>206</td><td>240</td><td>273</td><td>306</td><td>338</td><td>372</td><td></td></tr> <tr><td>50</td><td>68</td><td>80</td><td>95</td><td>117</td><td>141</td><td>165</td><td>190</td><td>215</td><td>250</td><td>285</td><td>320</td><td>353</td><td>389</td><td></td></tr> </tbody> </table> <p>Do not interpolate - use next highest value</p>		%	8	9	10	11	12	13	14	15	16	17	18	19	20	5	4	5	6	8	10	12	15	18	21	24	27	30	33		10	10	12	15	18	22	26	30	34	41	48	55	62	70		15	25	31	37	45	53	62	71	80	93	106	119	132	145		20	42	51	60	76	92	108	124	140	160	180	200	220	240		25	51	62	72	90	107	125	142	160	180	208	232	256	280		30	61	73	85	104	123	142	161	180	208	236	264	292	320		35	63	75	87	108	128	148	169	188	210	249	278	308	338		40	65	77	89	111	132	154	176	196	229	261	292	323	355		45	67	79	91	114	137	160	183	206	240	273	306	338	372		50	68	80	95	117	141	165	190	215	250	285	320	353	389		
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Coordinated Movement	<p>Distance from proposed signal to nearest existing signal. (Minimum distance is 600 feet)</p> <table border="1"> <thead> <tr> <th>Distance (ft)</th><th>1200</th><th>1000</th><th>900</th><th>800</th><th>700</th><th>600</th></tr> </thead> <tbody> <tr> <td>Points</td><td>0</td><td>-20</td><td>-35</td><td>-50</td><td>-65</td><td>-80</td></tr> </tbody> </table>	Distance (ft)	1200	1000	900	800	700	600	Points	0	-20	-35	-50	-65	-80																																																																																																																																																								
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CITY OF LODI
PUBLIC WORKS DEPARTMENT

2000 SIGNAL PRIORITY
STUDY



2000 SIGNAL PRIORITY STUDY

TRAFFIC SIGNAL WARRANT RESULTS

LOCATION	1 - Minimum Vehicle Volume	2 - Interruption of Continuous Traffic	3 - Minimum Pedestrian Volume	4 - School Crossings	5 - Progressive Movement	6 - Accident Experience	7 - Systems Warrant	8 - Combination of Warrants	9 - Four Hour Volume	10 - Peak Hour Delay	11 - Peak Hour Volume
1. Harney Ln & Stockton St	Y	Y	N	N/A	N/A	N	N/A	Y	Y	N/C	Y
2. Lodi Ave & Mills Ave	Y	N	N	N/A	N/A	Y	N/A	Y	Y	N	Y
3. Harney Ln & Ham Ln	Y	N	N	N/A	N/A	N	N/A	Y	Y	N/C	Y
4. Lockeford St & Stockton St	N	N	N	N/A	N/A	Y	N/A	Y	N	N	N
5. Lockeford St & Sacramento St	N	N	N	N/A	N/A	Y	N/A	N	N	N/C	N
6. Cherokee Ln & K-Mart SC	Y	Y	N/C	N/A	N/A	N	N/A	Y	Y	N/C	Y
7. Stockton St & Tokay St	Y	N	N	N/A	N/A	N	N/A	N	Y	N	N
8. Ham Ln & Century Blvd	Y	N	N	N/A	N/A	N	N/A	Y	Y	N	Y
9. Mills Ave & Elm St	N	N	N	N/A	N/A	N	N/A	N	Y	N	N
10. Turner Rd & California St	N	N	N	N/A	N/A	N	N/A	N	Y	N	Y
11. Elm St & Pacific Ave	N	N	N/C	N	N/A	N	N/A	N	N	N/C	Y
12. Cherokee Ln & Tokay St	N	N	N	N/A	N/A	N	N/A	N	Y	N/C	N
13. Turner Rd & Sacramento St	N	Y	N	N/A	N/A	N	N/A	N	Y	N/C	Y
14. Cherokee Ln & Elm St	N	N	N	N/A	N/A	N	N/A	N	N	N/C	Y
15. Century Blvd & Scarborough Dr	N	N	N	N	N/A	N	N/A	N	N	N	N
16. Cherokee Ln & Vine St	N	N	N	N/A	N/A	N	N/A	N	N	N	N
17. Hutchins St & Pine St	N	N	N	N/A	N/A	N	N/A	N	N	N	N
18. Lockeford St & California St	N	N	N	N/A	N/A	N	N/A	N	N	N	N
19. Pine St & Stockton St	N	N	N	N/A	N/A	N	N/A	N	N	N	N

* = 80% SATISFIED N = No Y = Yes N/A = Not Applicable N/C = Not Calculated, satisfied by other warrant(s)

Table 1

2000 SIGNAL PRIORITY STUDY PRIORITY RANKING RESULTS

Number of Points

<u>LOCATION</u>	<u>VOLUME</u>	<u>ACCIDENTS</u>	<u>SPEED</u>	<u>COORDINATED MOVEMENT</u>	<u>SPECIAL CONDITIONS</u>	<u>TOTAL</u>
1. Harney Ln & Stockton St	160	42	150	0	0	352
2. Lodi Ave & Mills Ave	240	90	0	0	0	330
3. Harney Ln & Ham Ln	148	48	112	0	0	308
4. Lockeford St & Stockton St	180	102	0	0	25	307
5. Lockeford St & Sacramento St	124	120	46	-65	50	275
6. Cherokee Ln & K-Mart SC	162	72	58	-80 - 65	50	262 277
7. Stockton St & Tokay St	206	36	0	0	0	242
8. Ham Ln & Century Blvd	229	12	0	0	0	241
9. Mills Ave & Elm St	160	12	0	0	0	172
10. Turner Rd & California St	41	6	96	0	0	143
11. Elm St & Pacific Ave	72	30	58	-80	50	130
12. Cherokee Ln & Tokay St	62	69	58	-80	0	109
13. Turner Rd & Sacramento St	48	18	82	-50	0	98
14. Cherokee Ln & Elm St	77	42	58	-80	0	97

Table 2

Appendix



CITY OF LODI

Public Works Department

TRAFFIC SIGNAL PRIORITY WORKSHEET

Major St: Harney Ln
Minor St: Stockton St

Volume: 12.5
Volume: 3.1 % of Total 20
Total Volume: 15.6 (Volumes in 1000's)

FACTOR	COMPUTATIONS	POINTS																																																																																																																																																																												
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CITY OF LODI

Public Works Department

TRAFFIC SIGNAL PRIORITY WORKSHEET

Major St: Lodi Ave
Minor St: Mills Ave

Volume: 8.8
Volume: 6.7 % of Total 43
Total Volume: 15.5 (Volumes in 1000's)

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By: <u>Rick Kiriu</u> Date: <u>June 7, 2000</u>		TOTAL POINTS 330																																																																																																																																																																																					



CITY OF LODI

Public Works Department

TRAFFIC SIGNAL PRIORITY WORKSHEET

Major St: Harney Ln
 Minor St: Ham Ln

Volume: 8.5
 Volume: 4.3 % of Total 34
 Total Volume: 12.8 (Volumes in 1000's)

FACTOR	COMPUTATIONS	POINTS																																																																																																																																																										
Volume	<p><u>Minor Street</u></p> <p><u>Total Entering Intersection</u></p> <table border="1"> <thead> <tr> <th>%</th> <th>8</th> <th>9</th> <th>10</th> <th>11</th> <th>12</th> <th>13</th> <th>14</th> <th>15</th> <th>16</th> <th>17</th> <th>18</th> <th>19</th> <th>20</th> </tr> </thead> <tbody> <tr><td>5</td><td>4</td><td>5</td><td>6</td><td>8</td><td>10</td><td>12</td><td>15</td><td>18</td><td>21</td><td>24</td><td>27</td><td>30</td><td>33</td></tr> <tr><td>10</td><td>10</td><td>12</td><td>15</td><td>18</td><td>22</td><td>26</td><td>30</td><td>34</td><td>41</td><td>48</td><td>55</td><td>62</td><td>70</td></tr> <tr><td>15</td><td>25</td><td>31</td><td>37</td><td>45</td><td>53</td><td>62</td><td>71</td><td>80</td><td>93</td><td>106</td><td>119</td><td>132</td><td>145</td></tr> <tr><td>20</td><td>42</td><td>51</td><td>60</td><td>76</td><td>92</td><td>108</td><td>124</td><td>140</td><td>160</td><td>180</td><td>200</td><td>220</td><td>240</td></tr> <tr><td>25</td><td>51</td><td>62</td><td>72</td><td>90</td><td>107</td><td>125</td><td>142</td><td>160</td><td>180</td><td>208</td><td>232</td><td>256</td><td>280</td></tr> <tr><td>30</td><td>61</td><td>73</td><td>85</td><td>104</td><td>123</td><td>142</td><td>161</td><td>180</td><td>208</td><td>236</td><td>264</td><td>292</td><td>320</td></tr> <tr><td>35</td><td>63</td><td>75</td><td>87</td><td>108</td><td>128</td><td>148</td><td>169</td><td>188</td><td>210</td><td>249</td><td>278</td><td>308</td><td>338</td></tr> <tr><td>40</td><td>65</td><td>77</td><td>89</td><td>111</td><td>132</td><td>154</td><td>176</td><td>196</td><td>229</td><td>261</td><td>292</td><td>323</td><td>355</td></tr> <tr><td>45</td><td>67</td><td>79</td><td>91</td><td>114</td><td>137</td><td>160</td><td>183</td><td>206</td><td>240</td><td>273</td><td>306</td><td>338</td><td>372</td></tr> <tr><td>50</td><td>68</td><td>80</td><td>95</td><td>117</td><td>141</td><td>165</td><td>190</td><td>215</td><td>250</td><td>285</td><td>320</td><td>353</td><td>389</td></tr> </tbody> </table> <p>Do not interpolate - use next highest value</p>	%	8	9	10	11	12	13	14	15	16	17	18	19	20	5	4	5	6	8	10	12	15	18	21	24	27	30	33	10	10	12	15	18	22	26	30	34	41	48	55	62	70	15	25	31	37	45	53	62	71	80	93	106	119	132	145	20	42	51	60	76	92	108	124	140	160	180	200	220	240	25	51	62	72	90	107	125	142	160	180	208	232	256	280	30	61	73	85	104	123	142	161	180	208	236	264	292	320	35	63	75	87	108	128	148	169	188	210	249	278	308	338	40	65	77	89	111	132	154	176	196	229	261	292	323	355	45	67	79	91	114	137	160	183	206	240	273	306	338	372	50	68	80	95	117	141	165	190	215	250	285	320	353	389	148
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CITY OF LODI

Public Works Department

TRAFFIC SIGNAL PRIORITY WORKSHEET

Major St: Lockeford St
Minor St: Stockton St

Volume: 10.2
Volume: 3.9
Total Volume: 14.1
% of Total 28
(Volumes in 1000's)

FACTOR	COMPUTATIONS	POINTS																																																																																																																																																																					
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CITY OF LODI

Public Works Department

TRAFFIC SIGNAL PRIORITY WORKSHEET

Major St: Lockeford St
Minor St: Sacramento St

Volume: 11.2
Volume: 2.4 % of Total 18
Total Volume: 13.6 (Volumes in 1000's)

FACTOR	COMPUTATIONS	POINTS																																																																																																																																																										
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By: <u>Rick Kiriu</u> Date: <u>June 7, 2000</u> TOTAL POINTS		275																																																																																																																																																										



CITY OF LODI

Public Works Department

TRAFFIC SIGNAL PRIORITY WORKSHEET

Major St: Cherokee Ln

Volume: 17.1

Minor St: K-Mart South Driveway

Volume: 3.0

% of Total 15

Total Volume: 20.1

(Volumes in 1000's)

FACTOR	COMPUTATIONS	POINTS																																																																																																																																																																																
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CITY OF LODI

Public Works Department

TRAFFIC SIGNAL PRIORITY WORKSHEET

Major St: Stockton St
 Minor St: Tokay St

Volume: 8.6
 Volume: 5.9 % of Total 41
 Total Volume: 14.5 (Volumes in 1000's)

FACTOR	COMPUTATIONS	POINTS																																																																																																																																																																												
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CITY OF LODI

Public Works Department

TRAFFIC SIGNAL PRIORITY WORKSHEET

Major St: Ham Ln
Minor St: Century Blvd

Volume: 9.6
Volume: 6.2 % of Total 39
Total Volume: 15.8 (Volumes in 1000's)

FACTOR	COMPUTATIONS	POINTS																																																																																																																																																										
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CITY OF LODI

Public Works Department

TRAFFIC SIGNAL PRIORITY WORKSHEET

Major St: Mills Ave

Volume: 7.3

Minor St: Elm St

Volume: 5.7

% of Total 44

Total Volume: 13

(Volumes in 1000's)

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CITY OF LODI

Public Works Department

TRAFFIC SIGNAL PRIORITY WORKSHEET

Major St: Turner Rd
Minor St: California St / Edgewood Dr

Volume: 14.1
Volume: 1.5 % of Total 10
Total Volume: 15.6 (Volumes in 1000's)

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CITY OF LODI

Public Works Department

TRAFFIC SIGNAL PRIORITY WORKSHEET

Major St: Elm St
Minor St: Pacific Ave

Volume: 7.9
Volume: 2.1 % of Total 21
Total Volume: 10.0 (Volumes in 1000's)

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130



CITY OF LODI

Public Works Department

TRAFFIC SIGNAL PRIORITY WORKSHEET

Major St: Cherokee Ln

Volume: 17.3

Minor St: Tokay St

Volume: 1.2

% of Total 7

Total Volume: 18.5

(Volumes in 1000's)

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CITY OF LODI

Public Works Department

TRAFFIC SIGNAL PRIORITY WORKSHEET

Major St: Turner Rd
 Minor St: Sacramento St

Volume: 15.1
 Volume: 1.2 % of Total 7
 Total Volume: 16.3 (Volumes in 1000's)

FACTOR	COMPUTATIONS	POINTS																																																																																																																																																																										
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CITY OF LODI

Public Works Department

TRAFFIC SIGNAL PRIORITY WORKSHEET

Major St: Cherokee Ln
Minor St: Elm St

Volume: 19.6
Volume: 1.2 % of Total 6
Total Volume: 20.8 (Volumes in 1000's)

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